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THE CLOTHES BRUSH.

Do Not Use It Indoors if You Can Possibly Avoid M.

The brushing of dusty clothes in the living rooms of the household is opposed to cleanly sentiment, apart altogether from the evil to health, which, as the bacteriology of dust distinctly in-dicates, might easily be caused by the process. The imagination does not require to be stretched very far to realize that the clothes brush might be easily responsible for the dissemination of disease. Dust is rarely if ever free from micro-organisms, and among them pathogenic entitles have been recognized. Dust is, in fact, an enemy to the human race, a vehicle of disease, and should everywhere and on every occasion, however trifling, be prevented as far as means can be employed to that end.

The clothes brush is a vigorous dust producing agent, and since its application is indispensable it should be used in a manner as far as possible consist-ent with hygienic requirements. Clothes, of course, must be brushed, just as carpets must be beaten, but both processes create a nuisance which is different not in kind, but only in degree. Just, therefore, as there are grounds reserved for the beating of carpets remote, as they should be, from human habitation, so also ought there to be in a household conducted on

hygienic lines a special room relegated to the brushing of clothes. The daily clothes have a large capacity and a singular affinity for which may contain the seeds of a common cold or a sore throat or even of blood poisoning and tetanus, so that the suggestion that the clothes brush should be handled in a less indiscriminate way than is usually the case can be regarded as chimerical. If dust has been proved to be pathogenic the scattering of it broadcast by means of the clothes brush must be a violation of hygienic principles.-Lancet

THE BRITISH NAVY.

lany Sources of Revenue For the ses of the Galleys-There Were Other Things They Had to Do Besides Preparing the Meals.

Sea cooks were and are very necessary persons in the internal economy of the ship of war, but there were rogues among them as among all classes of men, says the London Globe. There were sea cooks who rose by the aid of influence and knavery to very lucrative positions. Lord Nottingham, when ford high admiral, gave a patent to his own cook to appoint all the cooks in

the navy. Stewards, purveyors, cooks and bakers are classed together by one writer as the chief beneficiaries under the system of peculation and perquisites which at one time made the navy so happy a hunting ground for the rascals of the country. But they were not all permitted to ply their trade with impunity, and one sea cook got seven years' hard labor from Sir John Fielding for a long series of frauds. And in sentencing the man the judge expressed his regret that he could not order him to be hanged at the hospital gates.

Pea soup was generally the best ra-tion the men had and was certainly the most liked. Potatoes were always served in the skins, sometimes two to each man, and a good natured cook was frequently prevailed upon to cook cakes and duffs that the men had made themselves, demanding for his services either a pot of grog or a portion of the dish he cooked.

Sometimes, however, he could only be bribed by money, and in that way increased his pay of 35 shillings a month, in addition to which he was nearly al-ways in receipt of a pension of 11s. 8d. per month. Besides these sources of revenue he also made a good deal of money from the sale of "slush," the fat scraped from the ship's coppers after each meal had been served, and half of which was his perquisite. The other half belonged to the ship for greasing the bottom and running tackle. The ship's cook was, moreover, hon-ored with a guard of two marines, who stood sentry over the door of the gal-ley during the preparation of meals to prevent unwarranted raids upon the provisions by ship's thieves; he did not wear a uniform nor was he expected to keep watch, being allowed to sleep in comfort and comparative privacy throughout the night on the lower gun deck. But, on the other hand, he had some duties not connected with food, among them the preparation when the ship was in port of a hot poker for firing salutes.

And it was an established custom of the navy that the ship was not properly paid off until the pennant was struck by the cook. This operation he was expected to perform as the last officer of the ship, and until he had done it ne officer could consider himself discharged or at liberty to have the post. ed or at liberty to feave the port. This rule held good though every seaman had left the ship, and sometimes the cook himself, in a fit of absentmindedness, went off without carrying out the task, and had to be routed out again before the incensed officers could leave for their homes. There will be seamen alive today who have heard the phrase, "Every man to his station, and the cook to the foresheet," and the lands-man who has read Marryat will always connect the man of the galley with the famous phrase, "Son of a see

In addition to the ship's cook, of course, there were, as now, the mess cooks, men who were appointed by the seamen themselves to be presidents of the messes for the week, and who had to receive the provisions for the mess from the purser at the daily issuing of victuals and who had to hand these on to the ship's cook in good time. As compensation for his trouble the mess cook drew a cook's, or double, portion of grog, and he deserved it, for his duties were arduous and his critics se-

If he spoiled the duff he was tried by a jury of the mess, and this jury was gathered by hoisting a mess swab or beating a tin dish between decks forward. He was condemned to most painful punishments if found guilty. He was also the carver for the mess, and in order to prevent favoritism s blindfolded member of the mess was required to call out the name of the person who was to receive the portion as it was placed on the plate. Small or large, that portion was given to the man named, and probably no more satisfactory method of dealing with the question could have been found.

Appropriate.

"You in the hotel business?" snorted Dumley's friend. "Why, you were never intended for a hotel man." "Maybe not," replied Dumley, "but I'm in for it now. I notice all the swell hotels have a motto, and I thought you might suggest"-"Better make yours, 'Mistakes will happen."

His Hats and Her Hats. She-Did you ever stop to figure out how many hats in a year you could buy with the money you throw away on cigars? He—Sure I have, dear. I could buy about fifty for myself, but only about three for you!-

Hardly. "Why do girls wear engagement rings? "On the same principle that a person ties a string around his finger-so they

swers. Blot out vain pomp; check impulse; keep reason under its own control-Marcus Aurelius.

won't forget they're engaged."-An-

OLD TIME SEA COOKS LATER YOUNG THE REITISH NAVE

BLACKNESS.

"Chevroni's Black," Which Is Black-er Than Black Velvet.

A simple experiment is one on black-ness. You know that no paint or any other substance in the world is perfectly black, but there is a way to make a figure appear so that it will look black-er even than black velvet.

Paint the inside of a pasteboard box black or cover it with dead black cloth. In the lid of the box make a hole, being careful not to make it lar-



THE BLACK BOX. ger than one-tenth of the surface of the lid. If now you hold the box so that the light will not strike the hole directly and look through the hole into the box the hole will appear intensely

Make the hole in the form of a design or an imp or a brownie, and even if you paint the lid black, when you look through the hole you will see the figure darker than the dark background. The black produced by this method is called "Chevreul's black," after the Frenchman who invented it.

BIRD CITIES.

Many Places That Have Feathered Inhabitants Only.

All along the coast of the Atlantic ocean are little cities inhabited by birds alone. Gardners island, at the extremity of Long Island, is the place where the figh hawks come during their bresding time, and owing to the friendly attitude of the family on the island the ospreys heve become very tame, and build their nests upon the ground in-stead of in the high trees. In the Indian river, Florida, is a small

sland called Pelican island. It received its name through being one of the fa-vorite settlements for the peticans during their nesting season.

Away up in the mouth of the St. Away up in the menth of the St. Lawrence river is the famous Bird rock, "the greatest bird tensment house in the world," as one naturalist expresses it. This rock rises absuptly from the water, and in its formidable clefts thousands of northern sea birds dwell—the snowy feathered gannets. On the crest of this rock rises a lighthouse, whose keeper is on the best of terms with his countiess feathered neighbors.

neighbors.
These bird cities, or settlen under the protection of the American Ornithological union.

Apparent and Pres There is a good deal of misapprehen-sion as to the difference in the meaning heir presumptive, as used in roysi families. The heir apparent must succeed to the throne or the dignity, whatever it may be, if he survive the present holder, while the heir presumptive, al-though he is the heir at the moment, may have his right to the succession nullified by the birth of another heir. In England, for instance, the Prince of Wales is always the heir apparent to the throne. Should there not be prince of Wales—that is, should the reigning monarch not have any sons the nearest heir in the legitimate succession becomes the heir presumptive

Special Excursion

The Chas. H. Yale Musical Co. of fifty people, disappoined in their date tor Ottawa, have been secured for a performance in Brockvill on Tuesday evening next. This is one of the very pest companies travelling, and a special excursion train will be run over the B. W. & N. W. in connection with the Brockville date.



CEALED TENDERS addressed to the undersigned, and endorsed "Tender for Addition to Parliament Building," will be received at this office until Monday, November 28, 1996, inclusively, for the construction of an addition to the Parliament. Ruilding at Otta wa. Plans and specification can be seen and forms of tender obtained at this Department. Persons tendering are notified that tenders will not be considered unless made on the printed form supplied, and signed with their actual signatures.

Each tender must be accompanied by an accepted cheque on a chartered bank, made payable to the order of the Honourable the Minister of Public Works, equal to ten per cent (10 p.c.) of the amount of the tender, which will be forested the party tendering decline to enter into a contract when called up of the contracted for. If the tender be not accepted the choque will be returned.

The department does not bind itself to accept the lowest or any tender.

By order,

By order, FRED. GELINAS, Secretary.

Department of Public Works.

Ottawa, November 2, 1906.

Newspapers inserting this advertisement without authority from the Department will not be paid for it.

Secretary.

*Stop on signal

MARTIN ZIMMERMAN, W. J. Curle, Gen 1 Mgr.

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TIME TABLE

To and From Brockville

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76 7.15 a.m.—Express (daily) for Ottawa, connects week days at Smith's Falls for Montred and at Carleton Jot. for Pembroke. 2.40 p.m.—Express (daily except Snnday) for Ottawa. Montreal, Quebec, Halifax, Boston, etc. 124 6,30 p.m.—Local (daily except Sunday) for Carleton Jct. and Perth, St Paul ARRIVALS 143 1.00 p.m.—Local (daily except Sunday) from

Ottawa, Perth, Carleton Jct. and West. 77 2.15 p.m.—Express (daffy except Sunday from Pembroke, Ottawa, Montreal, Boston, etc. 81 9.30 p.m.—Express (daily) from Ottawa Pembroke, Montreal, Vancouv er, Chicago, etc.

For tickets, time tables, etc., apply to Brockville City Ticket and Telegraph Office ast Corner King St. and Court House Ave. GEO. E. McGLADE, Agent

B.W. & N. W.

RAILWAY TIME-TABLE GOING WEST

No. 1 No. 3 Brockville (leave) 9.40 a.m 3.40 p.m Lyn...... 10.10 " 8.55 " Seeleys..... *10.20 " 4 02 " Forthton *10.33 " 4.13 " Elbe..... *10 39 " 4.18 " Athens..... 10 58 " 4.25 " Soperton *11.18 " 4.41 " Lyndhurst.... *11 20 " 4.47 " Delta 11.28 " 4.53 " Elgin 11 47 " 5 07 " Forfar *11.55 ' 5.13 " Crosby *12 03 p.m 5.18 " Newboro 12 12 " 5.28 " Westport (arrive) 12.30 " 5.40 "

GOING EAST No. 2 No. 4 Westport (leave) 7.30 a.m. 2 40 p.m. Newboro 7.42 " 2.55 " Crosby *7 52 " 8.06 " Forfar..... *7.57 " 312 Elgin 8 08 " 3.22 " Delta 8 17 " 3.41 " Lyndhurst *8 23 " 3 48 ' Soperton *8 29 " 3.56 Athens...... 8 45 " 4.25 " Elbe *8.52 " 4.31 " Forthton *8.57 " 4.38 " Seeleys *9 08 " 4.49 " Lyn 9.15 " 5.05 " Brockville (arrive) 9.80 " 5.89 "

GRAND TRUNK RAILWA

GOING WEST Arrives 1.31 a.m.

Arrives Leaves
No. 3 Express... 1.31 a.m. 1.36 p.mNo. 1 Express... 11.30 a.m. 11.33 a.m.
No. 7 Express... 2.05 p.m. 2.20 p.m.
No. 11 Express... 8.15 p.m. 8.00 a.m.
No. 5 Express... 11.43 p.m. 11.48 p.m.
No. 13 Express... 6.00 p.m. GOING EAST Arrives

For tickets, sleeping car reservate full information apply to J. H. Fulford

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